

MARITIME

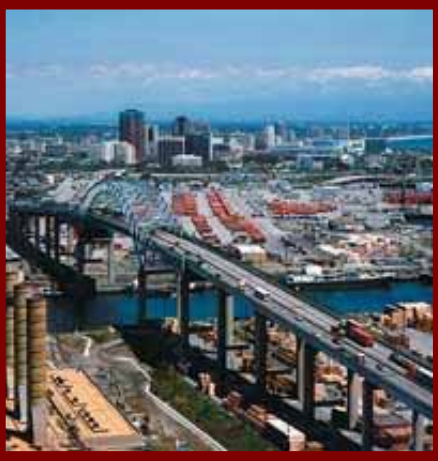


Photo credit:
Port of Long Beach

“Our economic future depends on the quality of our port infrastructure, which enables ocean carriers to deliver goods on time and cost-effectively.”

Wilson Lacy
Director of Maritime
Services
Port of Oakland

In 2003, 42 percent of the nation's imports entered through the California ports of Los Angeles, Long Beach, Oakland and Port Hueneme.⁶² The maritime industry currently provides one of every 24 jobs in Southern California.⁶³ The number of maritime jobs is expected to grow in conjunction with increased trade,⁶⁴ which is forecasted to double by 2020.⁶⁵ To support the continued vibrancy of the maritime industry, California must be proactive in providing port security measures that adequately ensure the safety of the goods being transferred through the ports, and the safety of the port workforce, as well as the surrounding communities.⁶⁶

To ensure the continued growth of trade, we must also invest in infrastructure that will accommodate increased port traffic. Experts at California's ports estimate that in six years, 90 percent of cargo will be shipped by sea, primarily due to the increasing use of mega-ships.⁶⁷ To accommodate this trend, many ports outside of California have begun to invest in dredging wider and deeper harbor spaces. At one of the Commission's 2004 quarterly meetings, guest speakers from the California Association of Port Authorities and the California Trucking Association emphasized the need to make the transfer of goods through our ports more efficient by investing in the state's air, rail and highway transportation networks and decreasing “congestion costs” that have been reported to total as much as \$20 billion annually in lost time and wasted fuel.⁶⁸

California's maritime industry provides key global gateways for trade between California's businesses and their international trading partners. As the global maritime industry evolves, so too do port and shipping regulations imposed by international governments. Consistent communication and networking opportunities can ensure that the numerous stakeholders in California's maritime industry have the information they need to be competitive and compliant in the global maritime industry. The Commission's efforts to foster communication and networking include:

- Launching the California-Taiwan Business Forum in Taipei, a non-profit international trade partnership that facilitates business development and trade relations in California and Taiwan.
- Meeting with port officials at the Kaohsiung Harbor Bureau in Taiwan to discuss security concerns and impediments to increased shipping activity between the two regions.
- Working with the State Lands Commission, and discussing its ballast water exchange protocols, which defend against the invasion of non-native species discharged in ballast water from ships visiting California ports.

⁶² Havemen, Jon D. and David Hummels, “California's Global Gateways: Trends and Issues,” *Public Policy Institute of California*, April 2004.

⁶³ Port of Los Angeles, “Economic Impacts,” 2001, <http://www.portoflosangeles.org/about/economic.htm>, September 2004.

⁶⁴ Cunningham, Noel K., Director of Operations and Emergency Management at the Port of Los Angeles quoted in CED White Paper, “Seaports Critical to Our Nation's and California's Economy,” August 17, 2004.

⁶⁵ Havemen, Jon D. and David Hummels, “California's Global Gateways: Trends and Issues,” *Public Policy Institute of California*, April 2004.

⁶⁶ Ibid.

⁶⁷ Port of Long Beach, “About the Port,” August 2004, http://www.polb.com/html/1_about/overview.html.

⁶⁸ Senator Dianne Feinstein, “Press Release,” February 12, 2004, <http://feinstein.senate.gov/04Releases/r-trans.html>.